THE DELAWARE AND HUDSON COMPANY BULLETIN

Paige Stilwell

"the D.&H."

DECEMBER 15, 1928

NEAR HONESDALE, PA.

Business is to Serve

BUSINESS is Business," the Big Man said,
"A battle to make of earth,
A place to yield us more wine and bread,
More pleasure and joy and mirth.
There are still some bandits and buccaneers
Who are jungle-bred beasts of trade,
But their number dwindles with passing years,
And dead is the code they made."

" Business is Business," the Big Man said,
"But it's something that's more, far more ;
For it makes sweet gardens of deserts dead,
And cities it built now roar
Where once the deer and grey wolf ran
From the Pioneer's swift advance ;
Business is Magic that toils for man,
Business is True Romance."

"And those who make it a ruthless fight
Have only themselves to blame
If they feel no whit of the keen delight
In playing the Bigger Game —
The Game that calls on the heart and head,
The best of man's strength and nerve."

" Business is Business," the Big Man said,
" And that Business is to serve ! "

New Zealand Railways Magazine.

"the D&H" *The* DELAWARE AND HUDSON COMPANY "the D&H"
BULLETIN
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Back in the Good Old Days

How Different Are Present Conditions From the Practices and Customs in the Days of the Civil War

"BACK in the good old days!" How often we hear that phrase repeated, yet just when were those good old days? The passing generation looks back a score of years reminiscently, recalling the day when the automobile was first appearing in general use. Another generation, looking backward, boasts of the gay eighties and nineties, with the advent of the trolley car and other means of communication which led to the broadening of the view of the general public on matters of mutual interest. Then still another generation experienced the Civil War conditions, and the following period which has properly been called the era of railroad expansion. The ranks of these men are rapidly thinning. Each year takes its toll until now there are few left.

J. G. McKINNON

When we are forced to look to books and other printed sources of information for an account of these days we do not get the lifelike conception of that period, however, that is possible through listening to an account of the period as given by one who knew and experienced the conditions of that day. Therefore we are introducing to our readers one who was born at Sidney, N. Y., January 1, 1857, slightly over four years before the beginning of the Civil War.

J. George McKinnon, known to us during his fifty years of service as "Mac," was born in a tavern which now stands at the intersection of Main and River Streets in the town of Sidney, N. Y. The building, which is now occupied by the American Railway Express Company, was then owned by his father. Quite a celebration was staged on that New Year's day in the tavern on account of the arrival of a son in the family of the proprietor.

The years immediately preceding the Civil War might properly be classed "in the good old days."

Each morning witnessed the arrival and departure of four stage coaches for various towns in the vicinity of Sidney as well as points farther distant. This was before the days of the railroads in that locality and the principal occupations of the nearby residents were farming and logging. The latter was perhaps the more important to the natives, financially at least. During the winter months the logs were prepared for floating down the Delaware river the following spring. When the melting snows from the mountains swelled the river, the logs were roped together into rafts and floated down the river from Deposit, approximately twenty-five miles east of Sidney, to Trenton and Philadelphia.

Each man knew how many logs he had in the large raft and when they had been sold at one of the larger cities he returned home via stagecoach. During the summer months he raised his crops for the coming winter and in this way was more or less independent.

MR. MCKINNON has faint recollections of the days of the Civil War. His family moved from Sidney to Otego, N. Y., when he was but a small boy. While he was only five years of age when the war began he remembers the "training days" when men and boys from the surrounding country gathered to drill under the supervision of men who had returned from the battlefields. Some of his parents' friends returned bearing the marks of battle.

Then the railroad appeared. On August 28, 1865, the construction work reached Oneonta and a gala celebration was held when the first official passenger train entered Oneonta. Two arches were constructed over the track, just north of the present site of the passenger station, on which flowers were strung, and as the train passed through the railroad was officially welcomed by the citizens of Oneonta and vicinity. This was a red letter day in the life of a future Delaware and Hudson man. Soon the line had reached and passed his home just south of Otego passenger station.

He, too, remembers the Erie War at the tunnel. At that time, of course, there was no means of communication through which to learn the details of the story. However, he does recall having seen the train of six to eight cars passing his home, bearing working men to the scene of the construction. To the children of that day the "Iron Horse" was a new and strange wonder. To them it was something entirely new when compared with the old stage coach and to them it meant communication with the outside world. The youth of that day wished to travel and see the world even as today. The railroad presented such an opportunity. Probably it was in this way that the so-called "call of the rails" originated, and has held the fancy of youth and men, alike, down to the present day, and ever will.

So it was with "MAC." On November 5, 1876, he was employed by the company and started to work at Otego, N. Y. At that time Peck Howe, residing at Franklin, N. Y., owned a telegraph line between Otego and Franklin. Mr. Howe lived at Franklin but it was to his interest that the employe at Otego understand telegraphic work. At that time C. A. Corbin was agent at Otego. Therefore, he helped to teach "MAC" telegraphy. MR. MCKINNON also states that he also owes much to JUSTIN L. SMITH, telegrapher at Altamont, N. Y. MR. SMITH spent considerable time teaching him the work of a telegrapher.

The following spring MR. MCKINNON was placed on the extra list by Joseph Angel, then superintendent of telegraph. During the succeeding year and one-half he worked on all divisions of the railroad except the Pennsylvania division. Most of these positions were for two or three days at a time. However, he spent one month at Sidney, one month at Lumber Street, (now Livingston Avenue), Albany; one month at Granville, N. Y., Fort Edward, and Dresden, N. Y. He also worked in Church Street, Albany. At that time Paul Wadsworth was freight agent at the freight house then located where our Kenwood yards are now situated.

While working at Dresden, N. Y., he also worked as clerk in the store at that point. Many amusing incidents occurred while at Dresden. On one occasion some of the local boys put him on a log and shoved it out onto Lake Champlain. The boys, of course, knew something of riding logs; he did not. Very shortly after the log cleared the shore it took an unexpected turn and "MAC" fell into the lake. Incidentally, there was no station at Dresden and passengers used the store as a depot. MR. MCKINNON worked as a clerk to pay for his board.

On April 12, 1878, while working at Maryland, N. Y., he received an order from Mr. Angel to relieve R. C. Lamb at Round Lake the following day, then go to Westport. He worked at Westport for nearly two years, until on April 1, 1880, he was transferred to Ausable (Point of Rocks), three miles from the present town of Ausable Forks. He remained at Ausable Forks, as agent for forty-six years. During that time he witnessed the decline of the iron industry at that point and the growth of the pulp industry.

Ausable Forks, however, from a railroad viewpoint, is important in that it is the terminus of the rail line into the Adirondacks. From here passengers and freight alike must look to some other means of transportation to get into the mountain region. Years ago three tallyhoes set out from Ausable Forks each morning after the arrival of the morning train, for Saranac Lake, Loon Lake, Lake Placid, Paul Smith's, and other points during four months in the summer. All freight had to be transported by teams from the station into the mountains. When the summer traffic was at its height there would be from fifteen to twenty-five teams awaiting the arrival of

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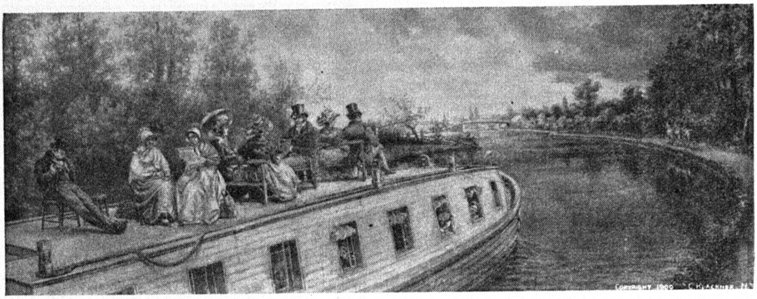
A Century of Anthracite

The Hundredth Anniversary of the Arrival of the First Cargo to Reach New York City

By W. J. COUGHTRY, Recorder



Packet Boat On Canal

ONE hundred years ago—December 10, 1828,—there arrived in New York City from Kingston, New York, a small sloop, the *Toleration*, with a tiny cargo of ten tons of a new and untried fuel. Its quiet, uneventful arrival, unaccompanied by the screeching sirens of the present day, opened the era of coal in the eastern United States, particularly the Metropolitan District and the terriory of the Hudson River.

This new fuel—Lackawanna anthracite—had come from the coal beds at Carbondale, Pennsylvania; had been hauled by wagon across the Moosic Mountains to Honesdale; was a part of the first shipment of coal to be transported through the Delaware and Hudson Canal for its entire length from Honesdale to tidewater at Rondout, now Kingston, New York, and was the first cargo commercially to reach the Metropolis.

Nothing in the world, perhaps, seems more commonplace, or a matter of course, than anthracite fuel; yet it is the product of but little more than the last 100 years. Although there is a tradition that between 1750 and 1755 the Indians near Nazareth, Pennsylvania, knew that anthracite would burn, the first mention made of coal on the early maps of that Commonwealth appears on one of Sunbury manor, comprising all of the westerly side of the Wyoming Valley opposite Wilkes-Barre, made by Charles Stewart in 1768, which noted " stone coal " in Ross Hill. Obadiah Gore, a blacksmith, used it in his forge at Wilkes-Barre in 1769, and is believed to be the first white man to have developed Pennsylvania anthracite for heat.

The first recorded shipment of anthracite was two " Durham " boatloads from Mill Creek, near Wilkes-Barre, to Harris Ferry, now Harrisburg, from whence it was hauled by wagons to the arsenal at Carlisle for use by the proprietary government of Pennsylvania in the manufacture of firearms for Revolutionary soldiers. This is also its first known industrial use and it seems fitting that it was made to forge the arms that made the United States a republic.

An effort to introduce anthracite in Philadelphia in 1792 failed, its vendor being unable to give it away and he was nearly mobbed for trying to impose upon the people with a lot of worthless " black stones " for fuel. With the exception of the Carlisle arsenal, blacksmiths seem to have been the only users of anthracite until February 11, 1808, when Jesse Fell burned it successfully in an iron grate in his home in Wilkes-Barre and found that it would serve as fuel, making a cleaner and better fire at less cost than wood. Efforts to introduce anthracite in Philadelphia as a household fuel, made in the same year again met with derision. In 1812, anthracite was sent to Philadelphia, the shippers taking their grates with them. This time many Philadelphians tried it and found it better than wood for house heating and cooking, and in that city anthracite had its first real market.

Prior to the War of 1812 our struggling manufactories were dependent upon bituminous coal imported from England and the wood and charcoal produced at home to feed their furnaces. When that war cut off the English coal, wood and charcoal prices reached such high levels that men who knew the properties of anthracite urged its use as a substitute. Foremost among these men were William and Maurice Wurts, two enterprising dry-goods merchants prominent in the business life of Philadelphia, the originators of the plans and projects out of which grew The Delaware and Hudson Company.

Almost immediately they began to explore the Pennsylvania forests and streams, finally reaching the Lackawanna valley, then almost an unbroken wilderness, where they purchased hundreds of acres of coal lands in the section that now includes Carbondale, Archbald and Olyphant. Simultaneously they examined the width and depth of the larger streams seeking to provide a means of transportation to what they needed—a city market. By 1822 they had mined at Carbondale about a thousand tons, but their efforts to market their product in Philadelphia by transporting it by teams over the Moosic mountains and thence by arks and rafts down Jones' creek to the Delaware river met with disappointment and failure.

The Wurts brothers then turned to New York, a potential market in which anthracite was totally unknown, where they demonstrated its utility. With no direct means of communication with the anthracite fields it became necessary to create a practicable means of transportation. Naturally their first efforts were directed towards canals, then the only recognized means for long distance transportation, and they formed a plan to cross the Moosic mountains with a railway to the Lackawaxen river and to build a canal thence to the Hudson river at Rondout. After William Wurts had covered the entire distance on foot and found the route feasible, he and his brother, Maurice, again visited New York and succeeded in interesting a number of influential men, including DeWitt Clinton, then governor of the state, Philip Hone, later mayor of the city, and others in the development of the enterprise.

On April 23, 1823, they secured a charter from the legislature of New York incorporating "The President, Managers and Company of the Delaware and Hudson Canal Company, with authority to open water communication between the Delaware and Hudson rivers, to purchase coal lands and to transport "stone coal" to the city of New York and to other parts of the state. Meanwhile the Wurts and their associates in Philadelphia had taken the first actual step by securing a franchise from the legislature of Pennsylvania, on March 13, 1823, to canalize the Lackawaxen river to provide a good descending navigation from a point near Wagner's or Rix's Gap to the Delaware. The interests of both groups being identical, each covering but a part of the proposed enterprise, they were ultimately combined, the New York company acquiring by purchase the rights and properties in Pennsylvania.

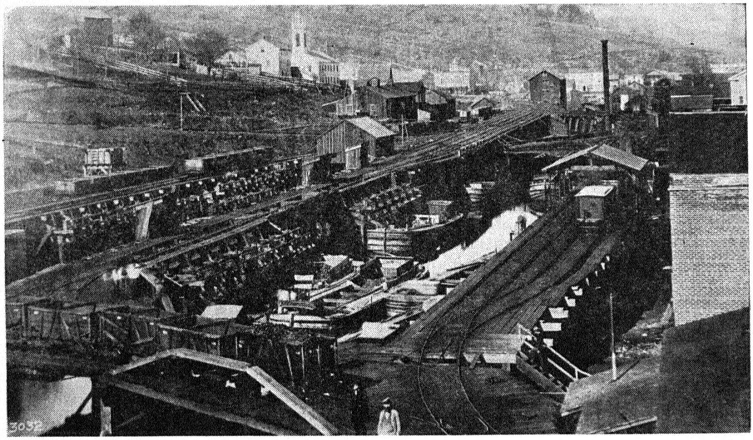
The qualities of anthracite as a fuel were publicly demonstrated on January 5, 1825, in a grate set up in the Tontine Coffee House, located at the northwest corner of Wall and Water streets in New York City, and two days later subscription books for the stock company were opened simultaneously in the Coffee House, at the Middle District Branch Bank in Kingston, and at the Orange County Bank in Goshen, New York. The stock was largely oversubscribed by early afternoon, necessitating the creation of a practice that is still followed of accepting only the smaller subscriptions in full and allowing the larger subscribers a percentage only of their subscriptions. The first meeting of the stockholders followed on March 8, and four days later the organization was completed by the election of Philip Hone, as president, and John Bolton, as treasurer.

Two months later Benjamin Wright, under whose supervision surveys, begun in 1823, had been made, submitted his report to the Board of Managers recommending the construction of a canal from the Hudson river at Rondout, now Kingston, to the foothills of the Moosic mountains at the forks of the Dyberry, now Honesdale, and of a good road or railway, "the latter preferred," across those mountains to the coal beds at Carbondale.

On July 13, 1825, contracts were let for seventeen miles of canal construction and ground was broken at Mamakating, later renamed Wurtsboro in honor of the Wurts brothers; Philip Hone, the president of the company, turning the first spadefull of earth and delivering an address, setting forth the object of the canal and the benefits expected to follow its completion. Contracts for the remainder of the canal followed in quick succession and it was completed in October, 1828. The first boat to navigate its entire length was the *Orange* packet which left Rondout on October

16, carrying the Board of Managers who were tendered a public reception upon their arrival at Honesdale. It was the largest undertaking that had been entered into on this continent by private enterprise, and its construction, together with the railroad across the mountains to Carbondale, which was completed a year later, was accomplished by manual labor in the use of axe, pick, shovel, wheel-barrow and wagons, and without any of the modern machines and tools for doing such work.

The canal, which upon leaving the Hudson followed the Rondout valley, crossed the Shawangunk mountain, followed the valley of the Neversink to the Delaware, thence along and across that river to the Lackawaxen which it followed to Honesdale, was 108 miles long. It was carried across four rivers, the Rondout, Neversink, Delaware and Lackawaxen, on aqueducts, had 110 locks and was spanned by 137 bridges. The first boats carried twenty-five tons each, but by enlargements in 1844, 1850 and 1862, boats carrying forty tons, 100 tons, and from 125 to 150 tons were used.



Honesdale Dock

The first anthracite to pass through the canal, carried in a fleet of ten boats, each carrying ten tons, left Honesdale in November 1828, and reached Rondout on December 5.

As the fleet of tiny coal-laden craft glided slowly eastward through the quiet waters of this new channel of inland communication toasts were drunk by the captains of the boats as they passed through various hamlets along its banks, many of which were brought into being by the undertaking. It is unfortunate that only a few of the toasts have been preserved. Of these, drunk as the squadron pushed its way through Sullivan and Ulster counties on December 3, 1828, the following are indicative of the sentiment toward the company, its founders, its officers and its employes.

As the squadron passed through Cuddeback's, Sullivan county, on December 3, 1828, the captains burst forth in poetry. Captain Hickson, of the *Superior*, apparently leading the van, drank a toast to the company in these words:

"Vast and important is the work by them begun,
May they still prosper till with joy they see it done."

Captain Kortright, of the *United States*, drinking to Maurice Wurts, agent of the company and one of its founders, said:

"With eagle eye he view'd, with wisdom plann'd,
No obstacles his skill and power withstand.
Honor be his, and wealth at his command."

Captain Lomerau, of Company Boat No. 2, drank to Philip Hone, the first president of the company, with these words:

> "Beloved, respected, honoured may he be
> Who did such honor to the company."

John B. Jervis, chief engineer, was acclaimed by Captain Terwilliger, of the *Oliver H. Perry* as:

> "Possessed of wisdom, perserverance, skill,
> Nicely to plan and promptly to fulfill,
> Long may he live, respected, honored too,
> And reap the just reward to merit due."

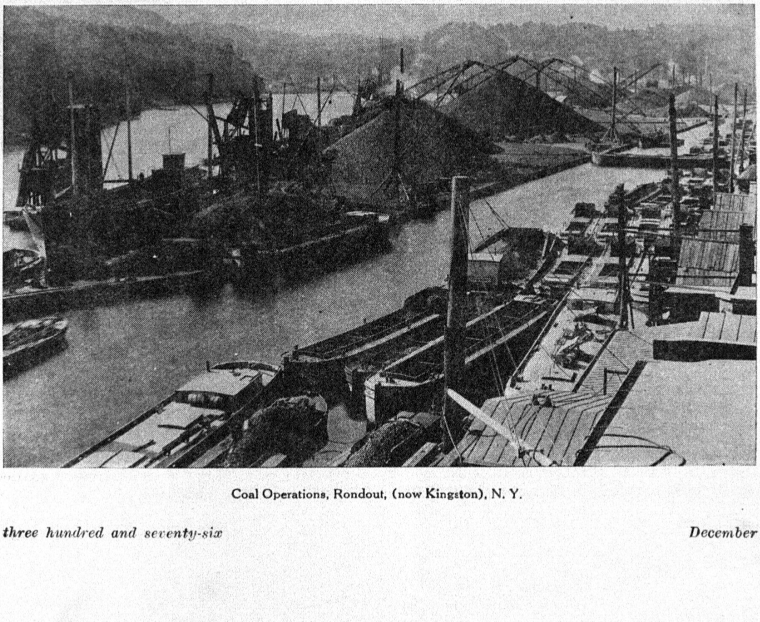
And to the boatmen engaged in navigating the canal, Captain Doll, of Company Boat No. 20, drank:

> "May they with care and skill conduct each boat,
> Which doth or may along this channel float,
> Be blessed with peace and plenty, health and joy,
> Please both themselves and they who them employ."

At Wurtsboro and Ellenville they toasted the company as the greatest individual enterprise undertaken, hailing it as a proud triumph of human art over the ponderous obstacles of nature, and a brilliant star among the public improvements of the state. In similar vein the founders, managers, officers and employes were toasted as men distinguished, influential, cool, collected and undaunted by the most imposing obstacles and untiring in their zeal for the enterprise. At Ellenville the toast to the new fuel, "May the demand for it keep pace with the supply, and may the profits derived from its consumption be applied in process of time, to further improvements of the country by means of artificial navigation," was given.

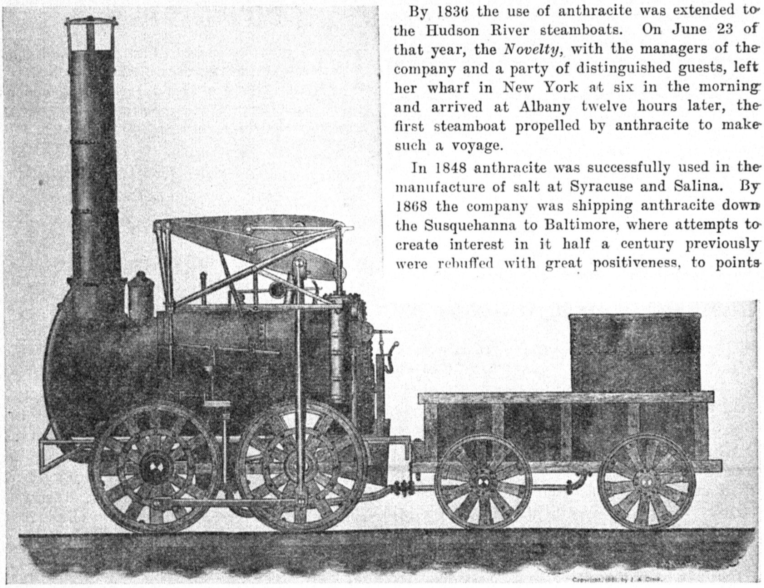
The approach of the squadron was heralded in Kingston and Rondout and many citizens and military gathered on the hills forming the banks of the Rondout to welcome its arrival. As the coal-laden craft came in sight with the Kingston band, which had boarded the leading boat at Eddyville, playing appropriate airs they were saluted with discharges of cannon and musketry and with repeated cheers. The assemblage was addressed by several speakers, one of whom asserted that there were people within the sound of his voice who would live to see a hundred thousand tons of coal arriving by the canal in one year. Few of the assemblage perhaps would have accepted in lieu of the speaker's "hundred thousand" the nearly two millions of tons later to pass through it annually when even Maurice Wurts, the soul of the enterprise, in the wildest flights of his ambition dreamed only of being able to bring half a million tons to tidewater annually.

It was a part of the cargo of this squadron that was transferred to the sloop *Toleration* which made its epochal entry into New York



Coal Operations, Rondout, (now Kingston), N. Y.

City five days later and opened up a new era which enabled that city to more than double its population in a quarter of a century. A portion of her cargo was burned in the grates of the Western Hotel on Cortlandt Street in the latter part of January, 1829, which so demonstrated its free burning qualities that during the cold wave that followed a month later Philip Hone, in his diary, deprecated the fact that there was "no coal for sale in the city." Fifty tons of the coal transported by the same squadron was forwarded to Albany where a portion of the shipment was tried by the clerk of the Senate "in one fire in that room," and a ton was sent to Governor-elect Martin Van Buren.


Copyright, 1881, by J. A. Clark.

Stourbridge Lion

The supremacy of anthracite for heating purposes now firmly established, the managers of the infant company eagerly sought new outlets for their product. Early in 1829 the managers had a range installed in the kitchen in the company's office and banking house in New York City to demonstrate its adaptability for cooking purposes. During the next year they redoubled their efforts for enlargement of the business by investigating the Boston market, sending samples to Providence and even shipped several hogsheads containing anthracite to New Orleans. In 1831 they extended its use to steam production in the furnaces of the Ulster Iron Company, the steamboat *Victory*, and the Walnut Street ferryboat *Experiment*, and employed agents to introduce the use of anthracite in manufactories and other establishments using steam engines and in blacksmith forges.

By 1836 the use of anthracite was extended to the Hudson River steamboats. On June 23 of that year, the *Novelty*, with the managers of the company and a party of distinguished guests, left her wharf in New York at six in the morning and arrived at Albany twelve hours later, the first steamboat propelled by anthracite to make such a voyage.

In 1848 anthracite was successfully used in the manufacture of salt at Syracuse and Salina. By 1868 the company was shipping anthracite down the Susquehanna to Baltimore, where attempts to create interest in it half a century previously were rebuffed with great positiveness, to points on the railroad line between Wilkes-Barre and Jersey City, and two years later entered the rapidly developing markets of the west.

In 1829 the company moved seven thousand tons of anthracite through the canal to tidewater, marking the beginning of the important industry of mining and transporting coal. At the end of its first decade of existence the tonnage moved through the canal had increased to more than one hundred and twenty thousand tons; in 1846 to more than half a million tons, the greatest dream of Maurice Wurts, and reached

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The
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BULLETIN

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No man should judge another;
For, to the unbiased eye,
His faults may show more plainly
Than the flaws he would decry.

Trifles

YOU'VE heard it said of the prisoner on the rock-pile that he "makes little ones out of big ones."

In the successful life, the operation is reversed. Big things are made of trifles.

Why should we look to any day with fear? A maze of seemingly unsoluble problems may confront us. In our bewilderment, we see them en masse. When we segregate the tangled threads—considering this little phase and that—we soon discover our difficulties were greatly magnified.

One day at a time is enough. Yesterday has passed, and only a fleeting shadow is left. Tomorrow is always ahead. Today is ever with us.

Today is brief. Though it hold the greatest tribulation, any man can bear up for a day. Temptation may beckon invitingly. It is a simple matter to resist one short day.

In a century, a day is a trifle—one of the trifles that fit together to make a full and successful life—or failure.

Michaelangelo, whose name will ring through countless generations, carved the beauty of life from inanimate stone, little by little. With myriad brush strokes, he touched the dull plaster walls of the Sistine Chapel in Rome, to create frescos unexcelled in the many triumphs of painting.

During the four years that Michaelangelo lay on his back, slowly bringing a touch of Heaven to the ceiling of that great chapel, his mind framed a simple truth, and his works bear witness:

"*Trifles make perfection, and perfection is no trifle.*"

The Nation's Backbone

IF man power were used to transport the freight carried by the railroads of the United States, 1,200,000,000 men each carrying a 100-pound load fifteen miles a day, would be required, according to a recent authoritative statement.

Adequate transportation is the backbone of a country. Before communities could grow, before industries could be established, the railroads had to be built. It is to their everlasting credit that they never failed.

Today it is more important than ever that we have first-class transportation facilities. Agriculture and industry are dependent on transportation. And it has steadily been improved. Car shortages have decreased and average loadings increased. Time required in transit has been appreciably lessened.

Because of this splendid service, we must not overlook danger signs in the railroad situation. Taxation measures and other legislative action affecting the railroads must be carefully weighed. It is up to us to see that our railroad efficiency is not imperiled.—From the *Jersey Shore (Pa.) Herald.*

Resolutions for Today

AS we come to work with the goodbyes of those at home resting as benedictions upon us, let us resolve to be constantly mindful of the safety of those around us, and of ourselves, and may it not be a day of toil, but a day of service among brothers.

As we go home this evening to our loved ones let us be grateful that we have worked today for a safe Company, among safe comrades, and let us carry this spirit of safety and fellowship with us into our homes and among our friends, and make of our neighborhood a brotherhood.

—RAILWAY LIFE.

A Century of Anthracite

(Continued from page 377)

its maximum of over one million nine hundred thousand tons in 1864.

Although the canal was primarily constructed for the express purpose of moving anthracite, traffic became general in 1829. On October 7 of that year the company inaugurated a packet service between Honesdale and Rondout, two boats, the *Luther Bradish* and the *Silas Wright, Jr.*, elegantly fitted up, making three trips weekly.

Although only a few of the canals achieved a moderate degree of financial success, they rendered immense service to the country not merely by furnishing avenues for transportation but by establishing a foundation for the great railway enterprises by which they have been succeeded and supplanted.

The construction of local railway lines as feeders to canals began in the Thirties, and by 1847 there had been built 503 miles in the anthracite regions alone. These soon expanded into longer and larger systems which, by 1870, crowded the canals from their dominant position as coal and freight carriers.

From that period the history of the Delaware and Hudson canal is an uneventful one of decline and abandonment. The opening of new markets which could be supplied throughout the entire year by the quicker and cheaper rail transportation became too great to meet rail competition, and at the close of the season of navigation in 1898 the canal was abandoned, its cost charged off and after almost a century of honorable existence lost its place as an asset on the books of the company.

The last boat to pass through the canal, No. 1107, was loaded with anthracite and cleared Honesdale on November 5, 1898. It was indeed appropriate that the last boat to navigate it should, like the first, transport a cargo of anthracite.

This great avenue of transportation that had for seventy years brought prosperity from the Hudson to the Delaware and a wide range of country that felt its influence was obliterated. The canal itself, abandoned, soon fell into ruin and decay. The once costly mason work and great feats of engineering and mile upon mile of towpath, once made adamant by the tramp of countless horses and mules, became crumbling ruins, overgrown with weeds and rank growths of underbrush. But this pioneer waterway, every mile of which is in some way intimately connected with some chapter of history, some incident of romance or some subject of poet's song, through which millions of tons of anthracite were borne to tidewater, will never be forgotten. It will instead be long remembered as the pioneering instrument that gave employment to thousands and brought comfort, convenience, industrial activity and prosperity to millions of people.

As the history of coal is the story of industrial America, so is the history of coal the story of the development of rail transportation. During the location and construction of the Delaware and Hudson canal, the company's engineers, finding the crossing of the Moosic mountains was not feasible, recommended the construction of a railway from the proposed terminus of the canal at Honesdale to Carbondale as the final link in the transportation route from the anthracite beds to tidewater.

Attracted by English progress in railways and in the development of the steam locomotive, the management resolved to use this method for crossing the Moosic mountains. A survey was made by John B. Jervis and his route was adopted after a careful review by Benjamin Wright and Professor Renwick, eminent civil engineers. The railroad, sixteen miles long, consisting of inclined planes on which cars or wagons were moved by rope-haulage with the use of winding drums, actuated by stationary engines, and levels or moderate gradients between the planes on which the use of locomotives was planned, was originally a single track road with rails of hemlock stringers six inches by twelve inches set on edges and of twenty and thirty feet lengths, held together by cross ties at intervals of ten and fifteen feet, supported on posts set in broken stone or on stone piers. The running surface of the wooden rails was capped with wrought iron strap rails two and one-half inches wide, half an inch thick, about fifteen and one-half feet long, and secured by wood-screws.

The road was calculated to transport 540 tons of anthracite per day or 129,000 tons per year of 200 working days. Through successive enlargements, double tracking and other improvements its capacity was increased in 1868 to 2,000,000 tons annually.

The first car of anthracite passed over this railway on October 9, 1829. Like the canal, the railroad was originally constructed as a freight carrier exclusively, but from the inauguration of passenger service between Honesdale and Carbondale on April 5, 1877, this portion of the line quickly sprang into fame on account of its novel construction and scenic beauty and was visited by innumerable travelers. This prominence it retained until its conversion to steam locomotive operation.

Upon the abandonment of the canal and the diversion of anthracite to the numerous new markets created by the development of through rail transportation this remarkable road ceased to function as a link in the route to tidewater, and in 1899 it was converted into a steam locomotive line entirely dependent upon an extremely small local traffic.

The rails and locomotives for the railroad were secured in England by Horatio Allen, an assistant engineer of the company. One of these locomotives, after a steaming trial in New York City for the dual purpose of demonstrating the value of the new fuel and of the steps taken to supply the city with it, was sent to Honesdale and made its famous trial trip, driven by Horatio Allen, on August 8, 1829.

This locomotive, the *Stourbridge Lion,* although discarded after a second trial because its weight was too great for the track structure. It was the first to turn a wheel on a railroad in the Western Hemisphere and the progenitor of the massive and powerful locomotives that now annually haul the millions of tons of anthracite necessary to keep our industries going and our homes and firesides comfortable. Its boiler, one of the cylinders and several of its parts are now on exhibition in the Smithsonian Institution at Washington.

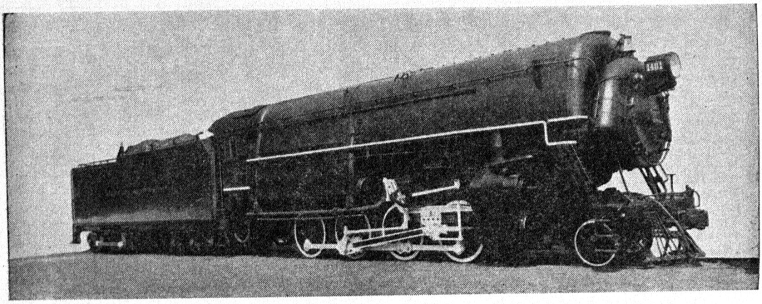
The company has not rested upon its laurels from the achievement of the *Stourbridge Lion.* It has ever since kept in the van in locomotive development and nearly a century later introduced the newest and most efficient type of locomotive in freight service. This design, the result of more than forty-five years of research and study by L. F. LOREE, president of the company, with the aid, in later years, of officers and employes, revolutionized the old water heating practices, doubled the usual steam pressure by an increase to 400 pounds and through elimination of auxiliary devices and refinements in design considerably reduced its weight. This locomotive, the *John B. Jervis,* by its satisfactory performance and its economy in daily operation has again ushered in a new era in locomotive engineering and, in addition, demonstrated that the steam locomotive will long continue dominant in long-distance transportation, even though accompanied and complemented by airplane, waterways and the motor bus. The contrast between the *Stourbridge Lion* and this powerful locomotive is one of the most graphic illustrations of the changes that a century has wrought.

There are few public enterprises which have conferred greater benefits upon the country than The Delaware and Hudson Company. Besides being the first to secure for the city and state of New York, New England and a portion of Canada a dependable supply of anthracite; to build and subsequently abandon, when its superiority as a means of transportation had been lost, a canal that performed useful economic service for seventy years, and to bring from England and operate the first locomotive to run on an American railroad, it has developed a railway system occupying a most important position with regard to the industries of the United States and Canada, and brought into being innumerable communities which without the anthracite it mined and transported could have had no existence. Further it has developed and expanded iron ore mines, furnaces, passenger steamers on Lake George and Lake Camplain, urban trolley and motor bus lines, summer hotels and forestry operations. Its progress has been part of the progress of the United States, to which it has in due measure contributed.

The wildest dreams of the pioneers in anthracite development never pictured to them the possibility that the new fuel would become one of the greatest factors in insuring the comfort of the people and involving the existence of the commercial activities of a most important era in the country's progress and prosperity. Neither did they dream that it would make so largely the transportation system of the country subservient to its demands. So universal has the use of anthracite become both for domestic and industrial service that the present generation seems to regard it as having been with us always.

Anthracite has a most remarkable history—a tale which teems with the romance of adventure and strife, with commerce and manufacture. This fuel has helped make the republic; brought the first locomotive to America; generated the steam by which it was operated; developed industry and water and rail-transportation systems; transformed wildernesses into teeming cities, and given employment to thousands upon thousands of men, many of whom are still delving deeper and deeper into the earth for a continuing supply without which we suffer physical, financial and industrial hardship.

A hundred years in America means practically the history of the real development of the nation. And one of the greatest factors in all of this has been anthracite.



Locomotive John B. Jervis, No. 1401

Cost of Living in America

Residents of South and Central American Countries Must Pay More for Corresponding Comforts Than Those of the United States

(From National Industrial Conference Board Bulletin)

THE belief is general that it costs less to live in foreign countries than in our own."

"The more the question is examined the more it will be seen that such a view rests upon tradition and general evidence rather than upon exact measurement."

"Any comparison of the cost of living in one country with that of another is greatly complicated by the fact that the standards of living in one differ greatly from those in another. The cost of living is always compounded of two things, what one buys and how much one spends for it, in other words, what is termed the standard of living and the prices of commodities."

"Concerning the standard of living there is little beyond the occasional and incomplete observations of travelers."

"In order to live abroad as well as they live at home, many Americans feel that they must live as nearly as possible in the same way."

"With the best intentions in the world to conform to the habits of the foreign country in which it makes its sojourn, the American family finds it difficult not to carry with it some of the habits of the home-land."

"Evidence collected by the United States Bureau of Foreign and Domestic Commerce goes far to dissipate the idea that it is cheaper for the American to live abroad than at home, at least so far as the countries of Latin America are concerned. Since these countries have been looked upon as offering some of the greatest opportunities for American trade, the testimony is important."

"For a definite distribution of family expenses suitable for persons with incomes higher than those of the wage-earning classes it shows in the accompanying table the relative cost in the city of Washigton and in Latin American countries.

"Under the schedule as shown a family of two living in the United States on a salary of $3,000 a year would require $4,500 in Mexico, or $5,550 in Argentina."

"It must be noted that the figures given represent indexes to the cost of living for United States families resident in Latin America; they have no bearing whatsoever on the actual living costs for native families residing in those countries."

COST OF LIVING FOR AMERICANS IN LATIN AMERICA—U. S. BUREAU OF FOREIGN AND DOMESTIC COMMERCE BASE WASHINGTON, D. C.—100

	Rent	Food	Household Expense	Clothing	Miscellaneous	**Total**
Mexico	150	125	175	150	150	150
Cuba	175	175	200	150	200	184
Porto Rica	150	150	150	125	125	142
Central America	150	125	175	150	125	144
Panama	150	150	175	150	150	155
Colombia	150	175	175	150	150	160
Venezuela	175	175	175	150	150	166
Brazil	175	150	200	200	150	172
Argentina	225	125	200	200	175	185
Uruguay	200	125	200	200	150	173
Chile	150	125	175	150	150	150
Peru	150	125	175	150	150	150
Relative Weights Assigned (Per Cent)	25	20	20	10	25	100

The Tired Business Man

"THE Tired Business Man," was the subject of a health talk broadcast by Dr. James S. Walton of Amsterdam, N. Y.. from Station WGY recently. This was the second of three talks on fatigue and its significance given under the auspices of the State Department of Health.

"Because the humorist and the cartoonist have made the tired business man the subject of so many of their jokes, the victims of this real ailment seldom get the sympathy and help which they must have in order successfully to combat the condition.

"Of course everyone feels more or less tired after a day of close application and confinement in the office, shop or store. But by the time the evening meal is eaten and the body is relaxed, some form of recreation or a change of occupation for the mind or muscles should give one a feeling of well being. If such is not the case and the homecomer habitually fusses, fumes and frets as he lives over the worries of the day, making himself and everyone around him unhappy, it is time for him to make a radical change in his mode of life, for he is on the verge of what is commonly called 'a nervous breakdown.'

"The man who works largely or entirely with his hands and is able to drop his work when the whistle blows may be inclined to laugh at the idea that mental effort can produce excessive fatigue but the fact is that either mental or physical work produces in the body a definite poison. Mental fatigue reacts on the muscular structure of the body and produces a type of physical fatigue which the manual worker can never experience unless through financial or other troubles he falls heir to the same kind of worries that beset the business man. Under such conditions the artist and the artisan, the poet and the painter, the merchant and the mechanic as well as the housewife and the housemaid can equally well experience the symptoms of nervous exhaustion.

"Once a person has reached the stage of complete breakdown an absolute rest in a sanatorium or other place 'far from the madding crowd' is the only way to build up the overworked nervous system. Let the tired business man therefore beware. When he finds his business getting the best of him he should call a halt and seek the advice of a physician in order to avoid the otherwise inevitable crash."

Back in the Old Days

(Continued from page 372)

the trains, and each was heavily laden when it departed for the interior of the mountains.

MR. MCKINNON was united in marriage on June 22, 1880, to Miss Allie J. Prescott of Westport. He has one son. HUGH P. MCKINNON, is now employed at Ausable Forks as a clerk, a position to which he was appointed while his father was still agent at that point. Unfortunately, his first wife passed on in 1925. When his retirement came in 1926 he went to Florida to spend the winter, later going to California before returning east. He then decided to return to Otego, the town of his boyhood, for a visit, and liked it so well that he has again made Otego his home. There, on June 22, 1927, he married Miss Addie N. Wait, whom he had known when a boy, living at Otego.

MR. MCKINNON is a member of the Delaware and Hudson Veterans Association, Masons, and the Episcopal Church of Ausable Forks, N. Y.

Kalm's Travels in America

It was found impossible to continue the story, "Kalm's Travels in America," in this issue. The concluding installment will appear in the issue dated January 1, 1929.

Clicks from the Rails

New Design of Telephone

In the equipment of a new dynamometer car built by the Canadian Pacific laryngaphones are included for communication between the locomotive and the dynamometer car. The laryngaphone is a device developed in England during the World War for use on tanks. It is a noise-proof telephone and differs from the conventional telephone in that it is operated by the directly-applied mechanical vibrations of the larynx, or vocal cords, instead of by sound waves issuing from the mouth. The transmitter is held against the side of the throat. When speaking the vibrations are conveyed directly from the vocal cords to the ear of the listener. As a result all outside noises are eliminated and conversation may be carried on without interference by the rumbling of the train, and operation of various devices in the dynamometer car as well as the locomotive.

* * *

Whistle in the Movies

Some time ago the Frisco Lines adopted volitone locomotive whistles which play a four-note chime. Considerable interest in them was manifested by railroad men and patrons of the company at the time of installation. This interest has become so wide-spread that the Fox-Chase Movietone Corporation recently sent a crew from New York to St. Louis to take Movietone pictures of these volitone whistles. This was the first time that sound pictures were taken in St. Louis. While it was not the first time that sound was combined with pictures of railroads, it demonstrates the possibility of recording railroad development through the use of sound as well as pictures.

* * *

Ties 100 Years Old

While excavating for the new North Broad street station of the Reading Railroad at Philadelphia, workmen came upon rows of stone railroad ties. These ties are relics of the tracks used by the Philadelphia, Germantown & Norristown in 1832. The light steel rails that were once bolted along each row of stone had been removed, but some of the bolts that were leaded in the stones still remained.—*Railway Age.*

Three Oldest Commuters

Included in the guests invited to the dinner which was given by the Boston and Maine in connection with the dedication of its new station in Boston, on November 15, were the three oldest season ticket riders on that road, the three oldest enginemen and the three oldest passenger conductors.

Of the three commuters, the very oldest, William D. Brackett, who has been traveling between Stoneham, Mass., and Boston for sixty-four years, and who is now eighty-nine years old, has never missed a train in forty-four years. We assume that these forty-four years are the latest years, which indicates that a period of twenty years' endeavor may be necessary to enable one to form the habit of never missing. Whether or not Mr. Brackett has ever, because of forgetfulness, allowed his commutation ticket to expire and has been obliged to shell out a cash fare, is an interesting point on which the railroad is, unfortunately, silent.—*Railway Age.*

* * *

Old Train Order Book

In the office of our agent at Binghamton, N. Y., there is a train order book covering the period January 1, 1884 to April 25, 1885. At that time when an order was received by the operator at Binghamton, he wrote it in this large book. The conductor or engineman then had to copy this order on the same book, just underneath the original entry and both conductor and engineman signed the book. The dispatcher then knew that both had received the order. On the pages of this book many interesting items may be found which tell a detailed story of the operation of a railroad forty-four years ago.

* * *

Fire Fighting Engine Crew

Again a railroad crew has come to the rescue of an industrial plant; this time to put out a fire in a factory. A new furniture factory at Festus, Mo., caught fire. The blaze was discovered when a locomotive went to the plant to pick up a freight car. The steam from the blow-off valve of the engine was turned on and the fire was smothered and well under control when the local fire department arrived.

People Choose Railroads

Railroad transportation is much more convenient than travel by highway in many parts of the country. People sometimes prefer to ride on railway trains where motoring conditions are not favorable, as where long distances must be traversed, continuing their journey in their own automobile. A western railroad has placed a specially constructed baggage car in operation on one of its crack trains to enable the motorist to check his automobile just as he would his trunk. Upon arrival at his destination the end doors of the baggage car are opened and the automobile is unloaded by means of special steel runways and is immediately available for the owner's ues.

* * *

A Rule of Thumb

In Montana a railway bridge had been destroyed by fire and it was necessary to replace it. The bridge engineer and his staff were ordered in haste to the place. Two days later came the superintendent of the division.

Alighting from his private car, he encountered an old master bridge-builder. "Bill," said the superintendent, "I want this job rushed. Every hour's delay costs the company money. Have you got the engineer's plans for the new bridge?"

"I don't know," said the bridge-builder, "Whether the engineer has the picture drawed yet or not, but the bridge is up and the trains is passing over it."—*Harper's Magazine.*

* * *

Lincoln Requests a Pass

According to the *Chicago Railway Review* of December 28, 1878, Abraham Lincoln wrote the following letter to an official of the Chicago and Alton, asking for a pass:

"Springfield, Feb. 13, 1858.—R. P. Morgan, Supt. C. & A. R.—Dr. Sir: Says Sam to John, 'Here's your old rotten wheelbarrow. I've broke it usin' on it. I wish you would take it and mend it, ca'se I shall want to borrow it this afternoon.' Acting on this as a precedent, here's your old 'chalked hat.' I wish you would take it and send me a new one, ca'se I shall need to use it the first of March.

Yours truly,
A. Lincoln."

True Happines Found In Work

❦

HAPPINESS is something which we are all seeking. Only too often we think that it can be found somewhere far away, when if we but look about us we find it near at hand. Consider work. Work is kind to its friends, and rough on its enemies. If we do not like work, it will not like us ; and the best one will ever get from it is exact wages, which, under such circumstances are generally small.

But if we shine up to work, and prove how much we like it, it will reciprocate. It will give us all the money we want and it will throw in heaps of enjoyment and satisfaction for good measure. Eventually we will work because we want to, rather than because we have to.

When one begins to feel that his or her occupation is one place where eight hours of real enjoyment is assured, day in and day out, big things lie just ahead. Then one can boast both wealth and happiness, and these two things joined together help us to lead successful lives.